

CBP Enterprise Services

Office of Facilities and Asset Management

Overview of CBP Fence and Roads

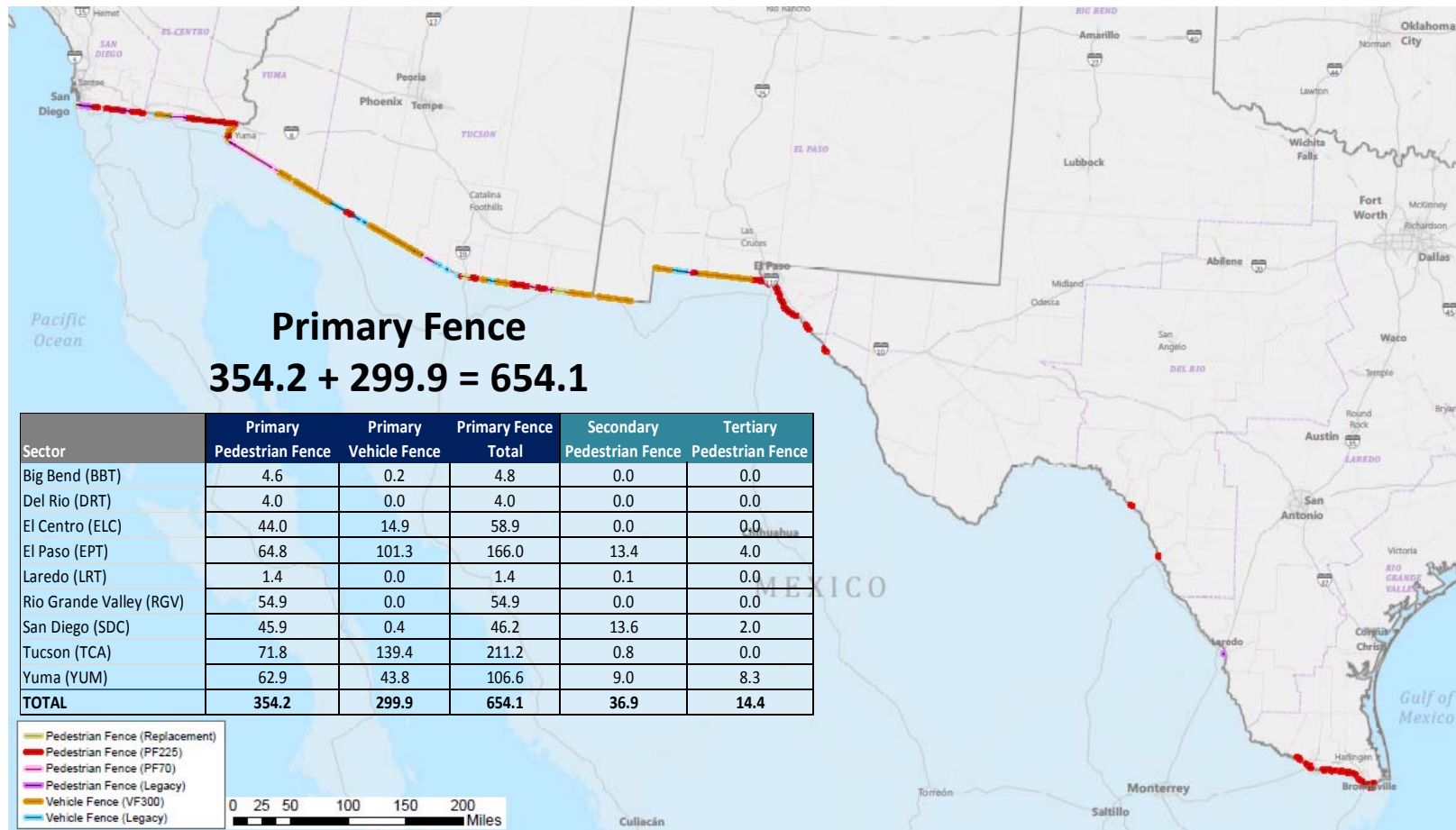
November 23, 2016



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Map of Existing Fence



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A Foundation on Which to Build Fence

- CBP was tasked with building 700 miles of “two layer” fencing on the southwest border which was later changed to meet USBP operational requirements of 654 miles of primary fence.
- This was tasked to CBP in July 2007, with over 600 miles completed by January 20, 2009.
- 654 miles of primary fence have been completed to date, with the majority of mileage completed between 2008 and 2009.





Map of Existing & Proposed Fence

(b) (7)(E), (b) (5)

Please Note: (b) (7)(E)

This is a high level view of proposed requirements refinements of geospatial lines in progress



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Summary of Unconstrained Operational Needs & Cost Estimates

Southwest Border				
Requirement Type	New Miles	Acquisition/Initial Costs ROM (-50%/+100%) Cost	20 Year Recurring Costs (Maintenance and Repair)	Total End State Cost
New Primary PF	(b) (5)			
New VF				
Replacement Primary PF & VF				
New Secondary PF				
New Roads				
Repairs to Existing Roads				
Total Costs		\$	(b) (5)	

Northern Border				
Requirement Type	New Miles	Acquisition/Initial Costs ROM (-50%/+100%) Cost	20 Year Recurring Costs (Maintenance and Repair)	Total End State Cost
New Primary PF	(b) (5)			
New VF				
Replacement Primary PF & VF				
New Secondary PF				
New Roads				
Repairs to Existing Roads				
Total Costs		\$	(b) (5)	

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Summary of Unconstrained Operational Needs & Cost Estimates

Southwest and Northern Border				
Requirement Type	New Miles	Acquisition/Initial Costs ROM (-50%/+100%) Cost	20 Year Recurring Costs (Maintenance and Repair)	Total End State Cost
New Primary PF	(b) (5)			
New VF				
Replacement Primary PF & VF				
New Secondary PF				
New Roads				
Repairs to Existing Roads				
Total Costs		\$	(b) (5)	

Unconstrained operational needs at the beginning of the planning process do not necessarily reflect the feasibility of the ultimate execution of those needs. These miles do not reflect the critical need nor do they reflect alternate enforcement solutions.





Quickest Wins

- Replacement of 184.4 primary pedestrian and vehicle fence in El Centro, Tucson, and El Paso where CBP already has real estate access and environmental analysis has been completed.
 - Approximately 150 miles of the fence replacement will be an upgrade from vehicle fence to pedestrian fence.
 - Fence design would be approximately 90 days
 - Contract award would take approximately 60 additional days, contingent upon availability of MATOC.
- Construction of new primary pedestrian and vehicle fence on within existing Roosevelt Reservation and within Federal lands and where fence and a waiver already exists.
- The right to access, construct, maintain, and repair tactical infrastructure in many areas of the border is secured through the Roosevelt Reservation: a 1907 Executive Order authorizing federal property rights within 60-feet of the international border in CA, AZ, & NM. The Roosevelt Reservation is the basis for CBP property rights along much of the border fence.

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Estimated High Level Timeline

Overall Project Assumptions:

- 1)
- 2)
- 3)

(b) (5)

Notice to
Proceed
(NTP)

NTP + 12
months

NTP + 24
months

NTP + 36
months

(b) (5)

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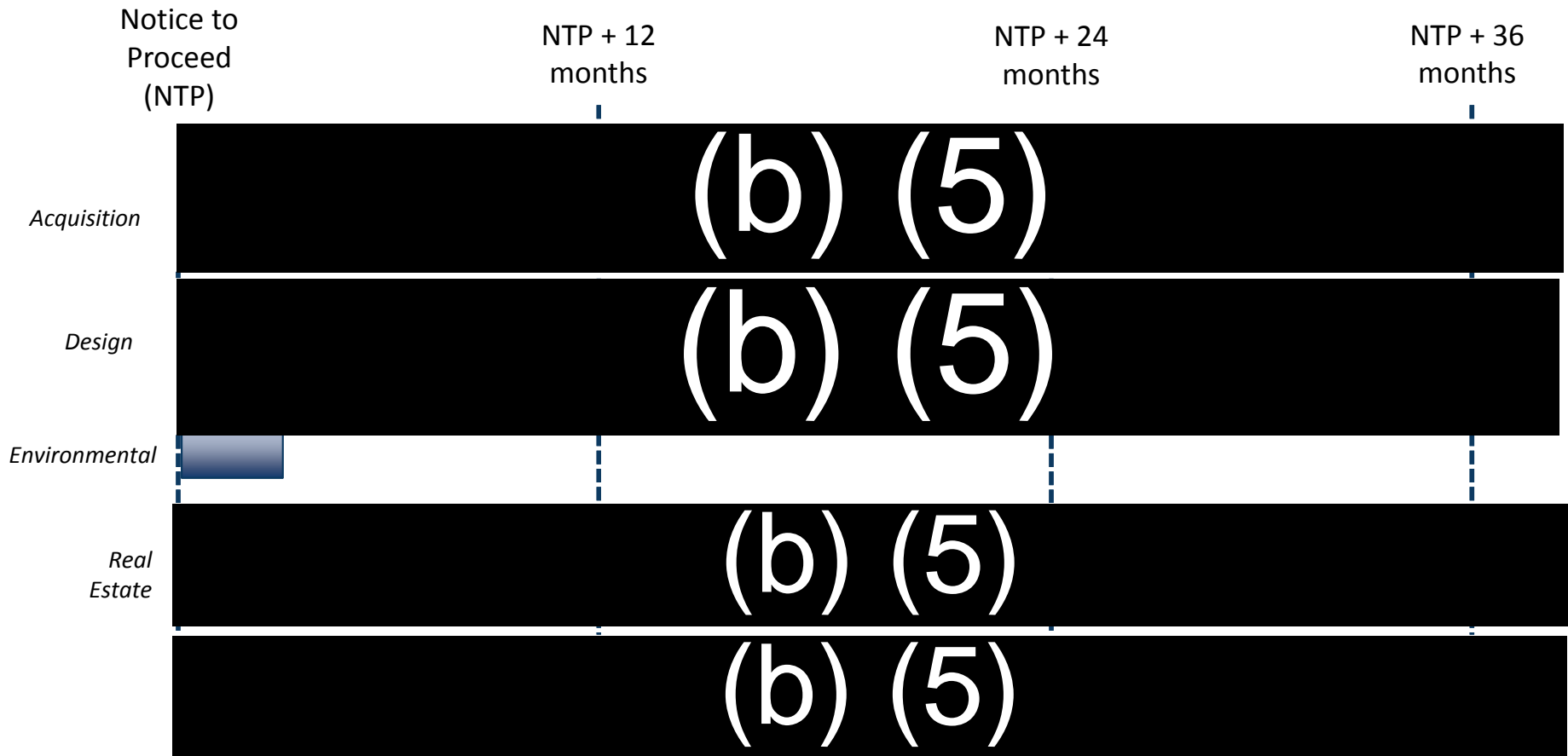
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Quick Win Timeline

Quick Win Assumptions:

- 1) (b) (5)
- 2) (b) (5)
- 3) (b) (5)



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Approach to Fence Construction

- **Cost:**

- Primary PF: (b) (5) per mile
 - Average of (b) (5)/mile for real estate and environmental planning, construction and construction oversight.
 - (b) (5)/mile for mileage in all Sectors except Laredo & RGV
 - (b) (5)/mile for mileage in Laredo & RGV
 - (b) (5)/mile for environmental mitigation
 - (b) (5)/mile for real estate acquisition
 - (b) (5)/mile for staffing increases required to support the program
- Secondary PF: (b) (5) per mile
 - Average of (b) (5)/mile for real estate and environmental planning, construction and construction oversight – also include (b) (5)/mile for road between layers of fence
 - (b) (5)/mile for environmental mitigation
 - (b) (5)/mile for real estate acquisition
 - (b) (5)/mile for staffing increases required to support the program

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Approach to Fence Construction

- **Cost (continued)**

- VF: (b)(3) per mile
 - Average of (b)(3)/mile for real estate and environmental planning, construction and construction oversight.
 - (b)(3)/mile for environmental mitigation
 - (b)(3)/mile for real estate acquisition
 - (b)(3)/mile for staffing increases required to support the program

- **Government Furnished Material (GFM) and Supply Chain:**

- Plan to procure steel in bulk as we did in the past

- **Procurement**

- Establish ID/IQ Task Order Contracts for A&E
- To start, leverage existing contracts (“MATOC”)
- DoD/National Guard construction support





Approach to Complete Fence Construction

- **Other Considerations (slide 1 of 2)**

- Waiver of applicable environmental and land management laws
- ***A waiver of applicable environmental laws by the Secretary of DHS would be necessary in order to execute tactical infrastructure improvements along the border. Additionally, a waiver would provide for rapid access to federal lands for construction.***
- *Without a waiver, the timeline to construct the necessary tactical infrastructure to secure the Southwest Border likely would be extended indefinitely due to litigation and associated injunctions prohibiting construction. CBP experienced this over 10 years ago during the construction of the Border Infrastructure System in San Diego---- litigation and an injunction effectively stopped construction until the Secretary of Homeland Security issued a waiver of the environmental laws that were the subject of that litigation.*

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Approach to Complete Fence Construction

- **Other Considerations (slide 2 of 2)**

- US/Canada Treaty prohibits any construction within 10 feet of the border
 - We will need to allow for a 10 foot setback from the US/Canada border
- Real estate acquisition and where required – condemnation
- Program office staffing (quantity and skill mix)
 - To meet staffing requirements timely, CBP will need direct hire authority. Additionally, a personnel freeze at either CBP or USACE would hinder the ability to execute the program.
- Statutory limitations
- Audit implications

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BACKUP



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Border Fence Overview

- To date, U.S. Customs and Border Protection (CBP) completed **654 miles of primary pedestrian and vehicle fence**.
 - Border Fence provides persistent impedance to illegal cross-border activity, which offers Border Patrol agents more time to respond to and resolve threats.
 - CBP has completed three main fence programs since the enactment of the Secure Fence Act in 2006: Pedestrian Fence (PF) 70, PF 225, and Vehicle Fence (VF) 300. Any fence constructed prior to these programs is considered “legacy.”*
 - Tactical Infrastructure (TI) also includes gates; roads, bridges and boat ramps; drainage structures and grates; lighting and electrical systems; and vegetation and debris removal.

Sector	Pedestrian Fence				Vehicle Fence
	Primary	Secondary	Tertiary	TOTAL PF	TOTAL VF
Big Bend (BBT)	(b) (7)(E)				
Del Rio (DRT)					
El Centro (ELC)					
El Paso (EPT)					
Laredo (LRT)					
Rio Grande Valley (RGV)					
San Diego (SDC)					
Tucson (TCA)					
Yuma (YUM)					
TOTAL	354.2	36.9	14.4	405.5	299.9

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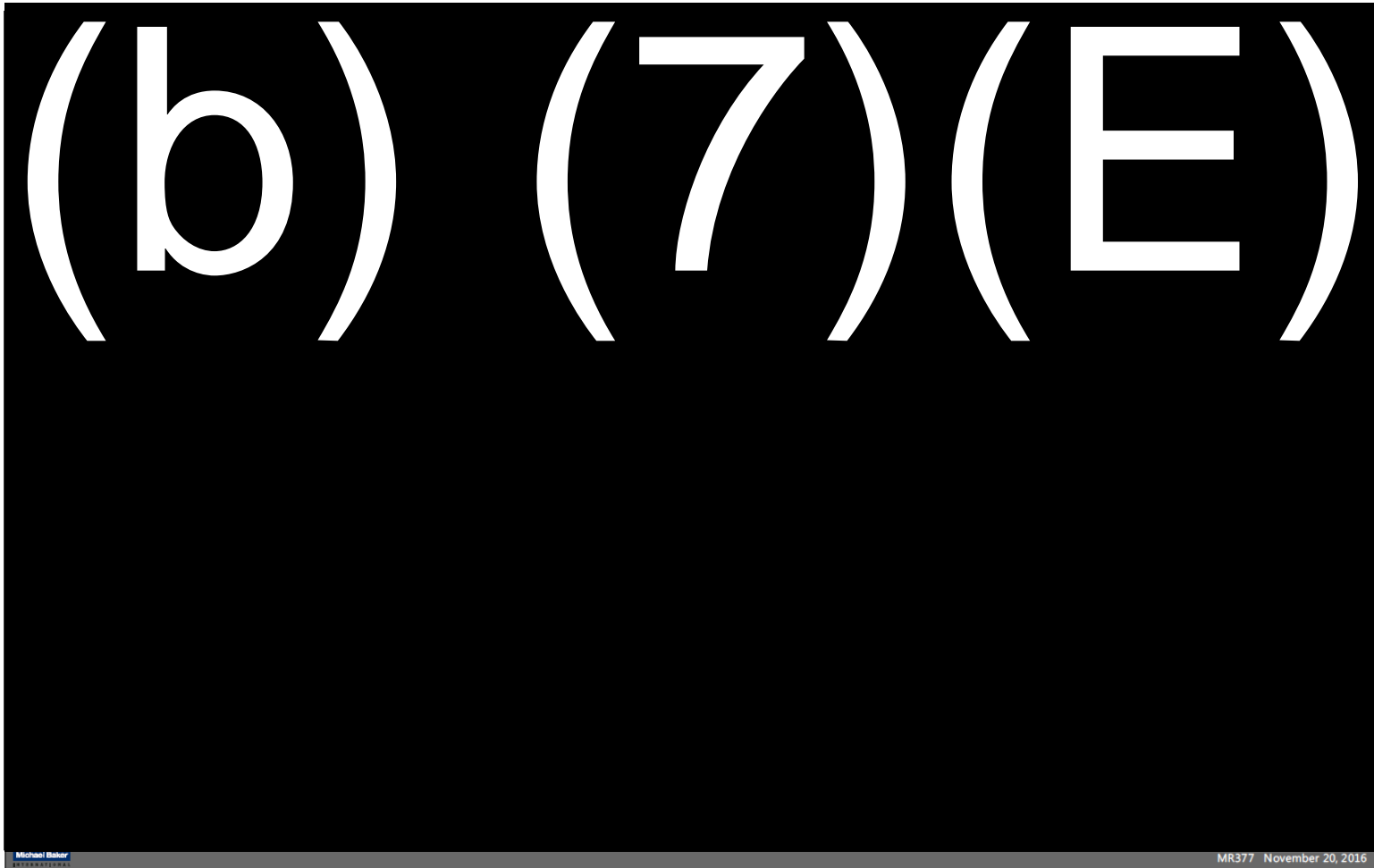


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*The term “legacy” is also used to define older fence designs including landing mat. These legacy designs are being assessed for replacement.
Please note that numbers may not add up due to rounding. Fence mileage is tracked to the thousandth decimal place.
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Maps – Current Fence, California



Please Note: This is a high level view of proposed requirements refinements of geospatial lines in progress

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Maps – Current & Proposed Fence, California

(b) (7)(E), (b) (5)

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Maps – Current Fence, Arizona

(b) (7) (E)

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MICHAELBAKER

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Maps – Current & Proposed Fence, Arizona

(b) (7)(E), (b) (5)

(b) (7)(E)

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Maps – Current Fence, New Mexico

(b) (7)(E)

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Maps – Current & Proposed Fence, New Mexico

(b) (7) (E)

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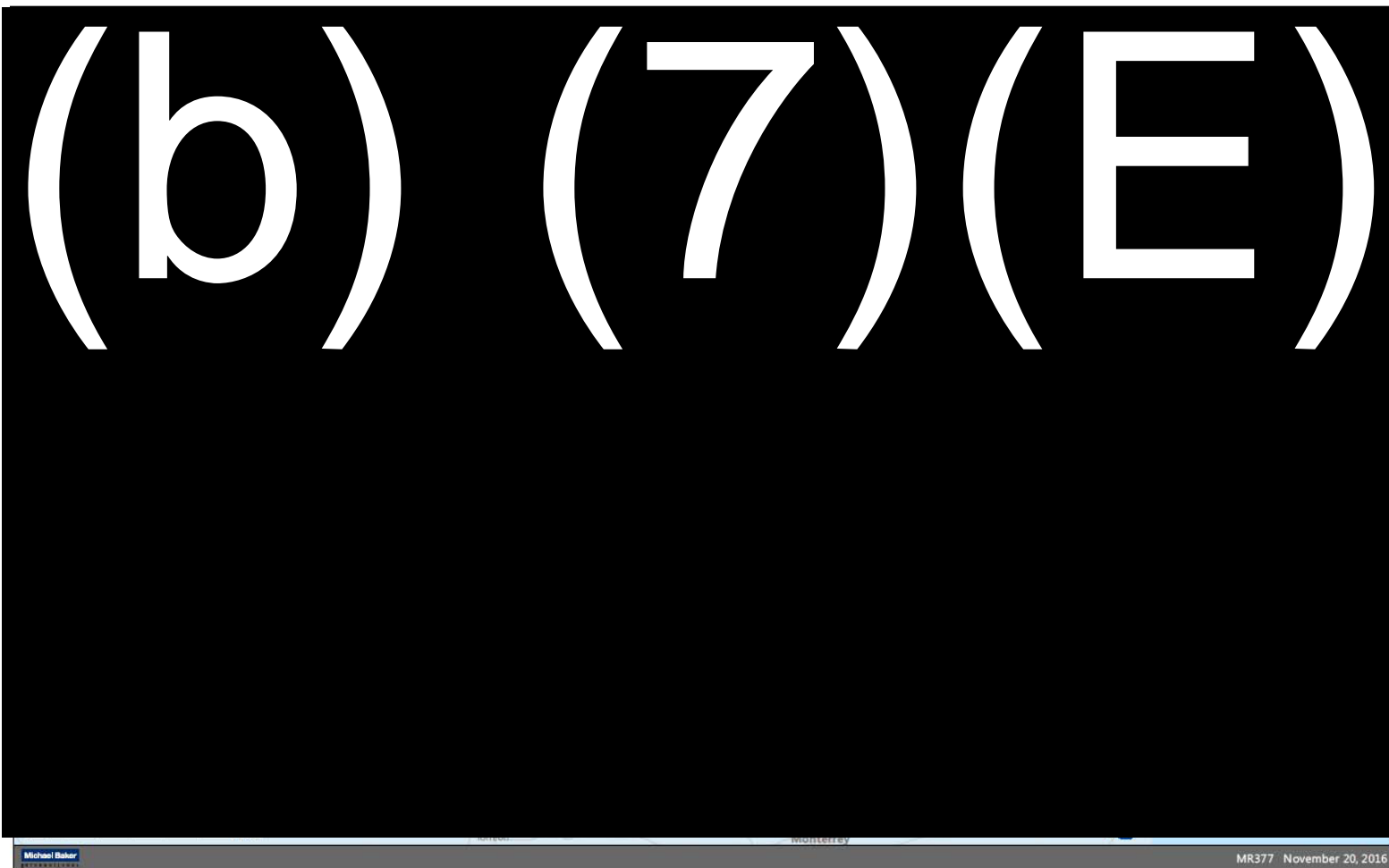


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Maps – Current Fence, Texas



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Maps – Current & Proposed Fence Fence, Texas

(b) (7)(E), (b) (5)

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Maps – Current & Proposed Fence Fence, Washington

(b) (7)(E), (b) (5)

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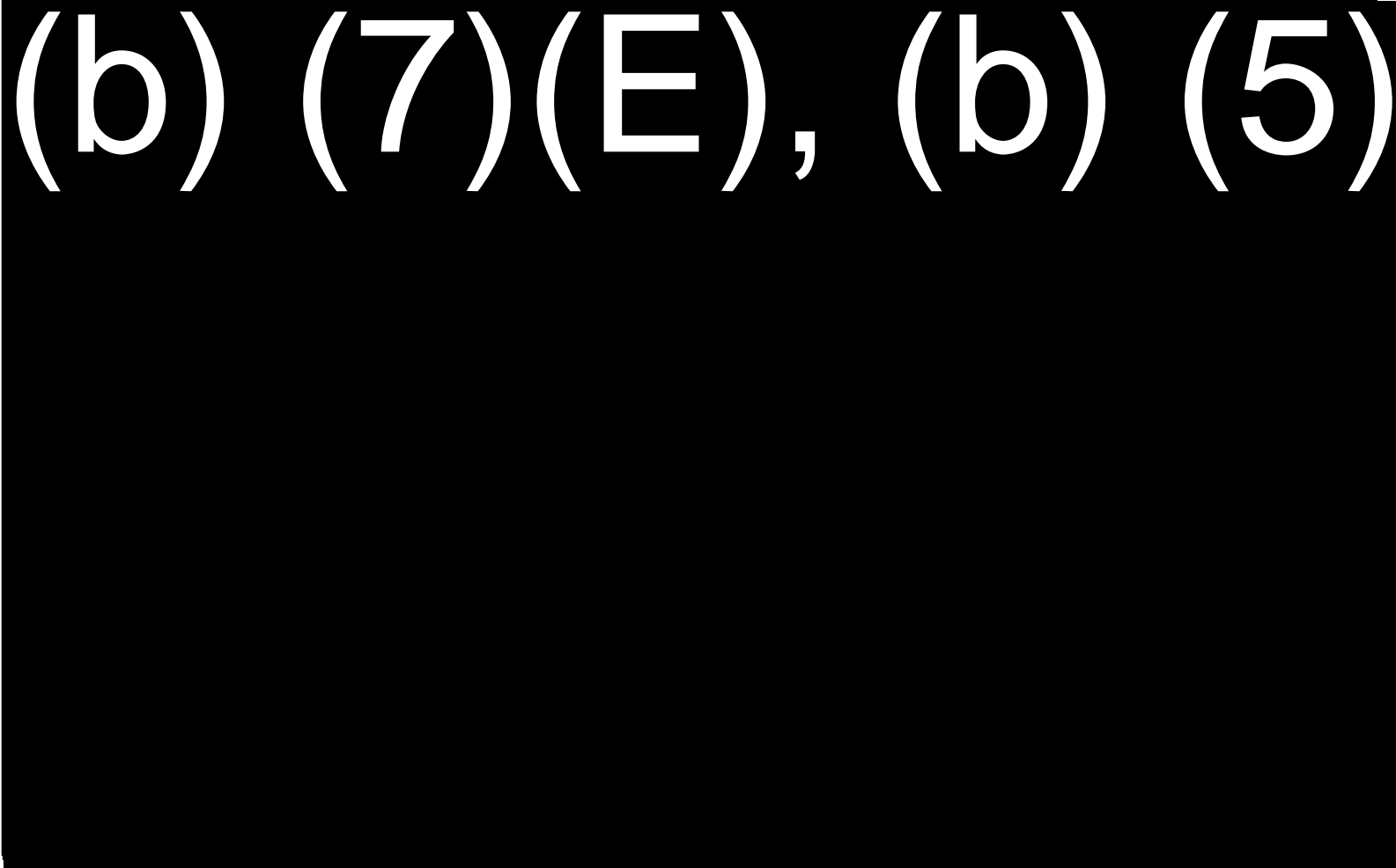
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Maps – Proposed Fence, Idaho

(b) (7)(E), (b) (5)

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Maps – Current & Proposed Fence, Montana

(b) (7)(E), (b) (5)

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Maps – Proposed Fence, New York

(b) (7)(E), (b) (5)

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Maps – Proposed Fence, Vermont

(b) (7)(E), (b) (5)

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Maps – Proposed Fence, New Hampshire

(b) (7)(E), (b) (5)

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Maps – Proposed Fence, Maine

(b) (7)(E), (b) (5)

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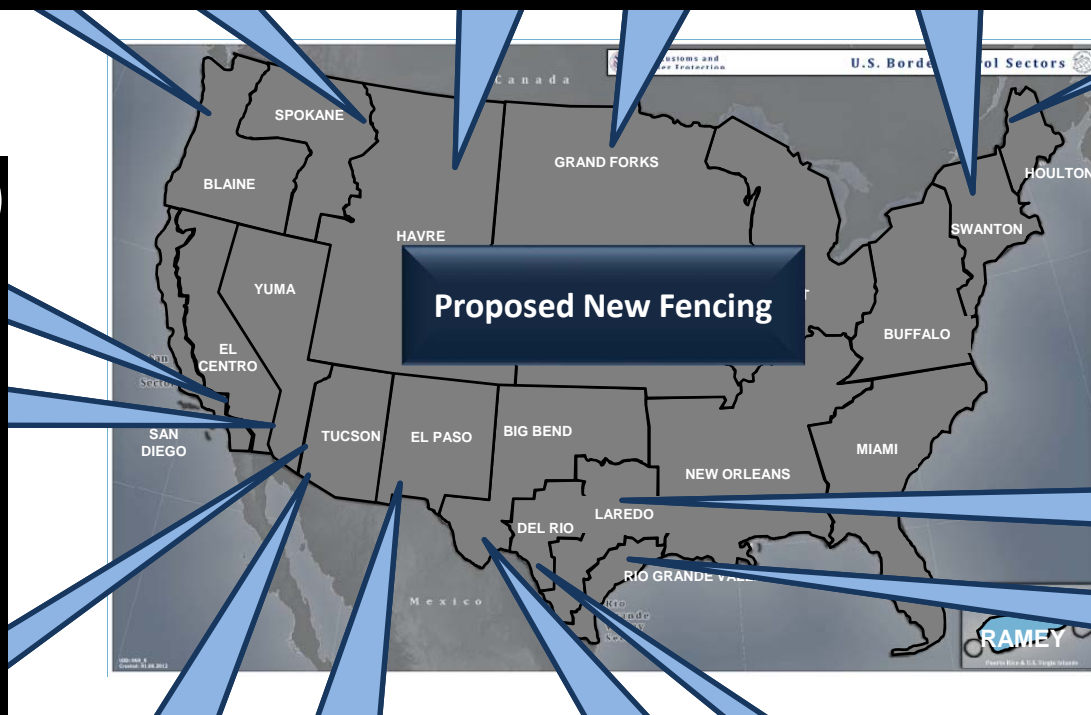
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Proposed New Fencing

(b) (7)(E)

(b) (7)(E)



(b) (7)(E)

(b) (7)(E)

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All Fence Requirements – Primary, PF & VF

Sector	Existing VF	New Miles VF	ROM (-50/+100) Acquisition Cost VF	Existing Primary PF	New Miles Primary PF	ROM (-50/+100) Acquisition Cost Primary PF
Northern Border Total	(b) (7)(E)	(b) (7)(E)	(b) (5)	(b) (7)(E)	(b) (7)(E)	(b) (5)
BLW						
BUN						
DTM						
GFN						
HLT						
HVM						
SPW						
SWB						
Southwest Border Total						
BBT						
DRT						
ELC						
EPT						
LRT						
RGV						
SDC						
TCA						
YUM						
Grand Total						

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All Fence Requirements – Replacement PF & Secondary PF

Sector	Replacement Miles PF	ROM (-50/+100) Acquisition Cost Replacement PF	Existing Secondary PF	New Miles Secondary PF	ROM (-50/+100) Acquisition Cost Secondary PF	Existing Tertiary PF
Northern Border Total	(b) (7)(E)	(b) (5)	(b) (7)(E)	(b) (7)(E)	(b) (5)	(b) (7)(E)
BLW						
BUN						
DTM						
GFN						
HLT						
HVM						
SPW						
SWB						
Southwest Border Total						
BBT						
DRT						
ELC						
EPT						
LRT						
RGV						
SDC						
TCA						
YUM						
Grand Total						

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Border Fence Photos – Legacy for Replacement

Pedestrian Fence – Bollard & Legacy



Pedestrian Fence – Legacy



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Border Fence Photos – VF Designs

Vehicle Fence – Normandy



Vehicle Fence – Post/Rail



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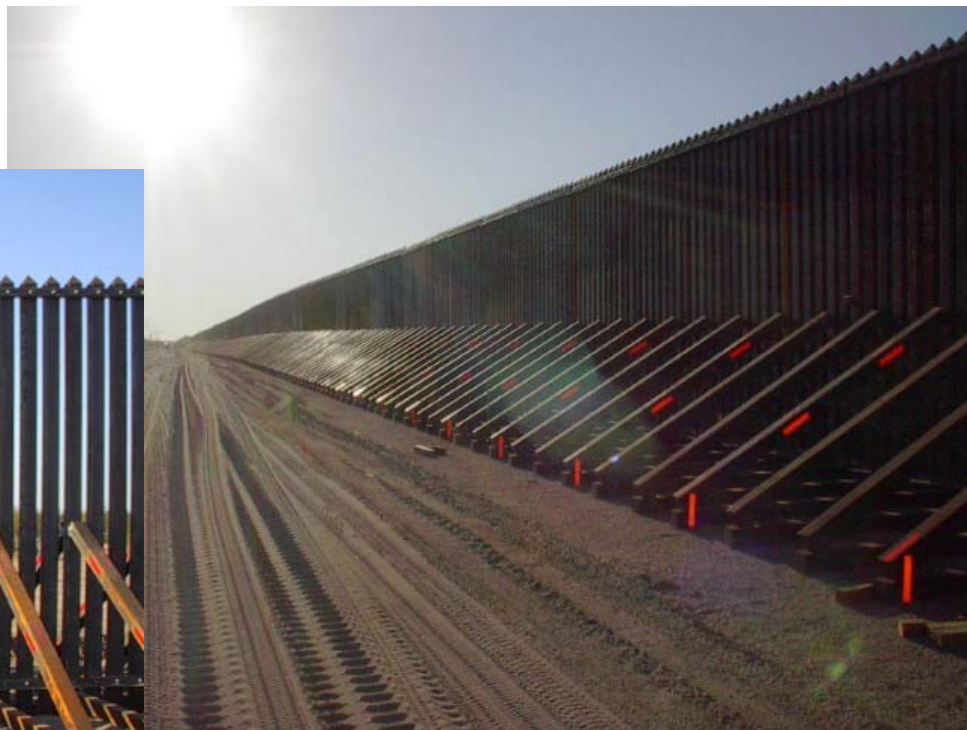
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Border Fence Photos – Floating Fence Design

Pedestrian Fence – Floating Fence – El Centro Sector



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Border Fence Photos – Preferred PF Design

Pedestrian Fence – PV-1 Bollard Tucson Sector



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Border Fence Photos – Preferred PF Design

Pedestrian Fence – PV-1 Bollard Tucson Sector



Pedestrian Fence – PV-1 Bollard Yuma Sector



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Border Fence Photos – Levee Wall

Pedestrian “Fleevie” – Fence on Levee



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Approach to Fence Construction

- **Costs to Construct Primary PF (same for fence replacement costs)**
 - On average, cost to construct primary pedestrian or replace primary pedestrian fence is approximately \$11.2M per mile.
 - Estimate is a rough order of magnitude (-50/+100) and includes project planning and oversight, environmental planning and compliance, environmental mitigation, real estate planning and acquisition, staffing and human capital requirements, design and construction.
- **Cost to Construct Secondary PF**
 - On average, cost to construct secondary PF is approximately \$15.9M per mile.
 - Estimate is a rough order of magnitude (-50/+100) and includes project planning and oversight, environmental planning and compliance, environmental mitigation, real estate planning and acquisition, staffing and human capital requirements, design and construction.
 - Due to the high likelihood that secondary fence will be placed in commercial or residential areas, real estate acquisition costs for secondary fencing are very high (estimated at approx. \$8M/mile), driving up the overall cost per mile estimate.
- **Costs to Construct VF**
 - On average, cost to construct vehicle fence fence is approximately \$4.1M per mile.
 - Estimate is a rough order of magnitude (-50/+100) and includes project planning and oversight, environmental planning and compliance, environmental mitigation, real estate planning and acquisition, staffing and human capital requirements, design and construction.

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Approach to Fence Construction

- Legal Considerations

(b) (5)

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Approach to Complete Fence Construction

- **Government Furnished Material (GFM) and Supply Chain:**
 - The Buy American Act restricts the purchase of supplies that are not domestic products requiring 50% of the components to be produced in the U.S.
 - Exceptions include non-availability and unreasonable costs. In order to purchase steel at a reasonable cost, the CBP Head of Contracting Activity (HCA) will need to utilize FAR Part 25.2 to make a determination on cost reasonableness. Without a determination of cost reasonableness, there is a high risk of extremely high costs for steel.
 - In order to ensure steel availability on time, at a lower cost and to avoid contractors competing for materials, CBP will establish a Supply Chain Management contract to purchase and deliver steel to the sites. Contract will be similar to the Boeing contract utilized during the prior fence construction programs.
- **Procurement**
 - CBP continues to work with its service providers to establish Multiple Award Task Order Contracts (MATOC) and Indefinite Delivery Indefinite Quantity (IDIQ) Contracts to allow for an expedited contract award process for fence construction. Currently the existing contract vehicles allow for \$167M in capacity for design and \$162M in capacity for construction.

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Approach to Complete Fence Construction

- **Other Considerations:**

(b) (5)

- Prohibited from maintaining operationally critical county roads. Requires legislative change
- Do not have documented fence requirements in many locations (current and former IG & GAO Audits)
- Majority of fence requirements up to this point were for legacy fence replacement

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Border Fence Background

- Section 102(b) of the Illegal Immigration Reform and Immigrant Responsibility Act of 1996 (IIRIRA), as amended, authorizes the Department of Homeland Security (DHS) to construct border infrastructure, including fencing, in locations where such infrastructure would be most practical and effective in deterring illegal entry on the southwest border.
- The purpose of border fence construction is to provide persistent impedance to illegal cross-border activity, which offers Border Patrol agents more time to respond to and resolve threats. (b) (7)(E)
(b) (7)(E)
- To date, CBP completed 654 miles of primary pedestrian and vehicle fencing along the southwest border: approximately 354 miles of pedestrian fence and 300 miles of vehicle fence at the cost of approximately \$2.3 billion.
- It is important to note that tactical infrastructure (TI) also includes roads; gates and bridges; drainage structures and grates; lighting and electrical systems; vegetation and debris removal; and tower real property, construction and maintenance.

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Road Requirements

Sector	Existing All Weather Roads	New Road Miles	ROM (-50/+100) Acquisition Cost New Roads	Road Repair Miles*	ROM (-50/+100) Repair Cost New Roads
SDC	(b) (7)(E)	(b) (7)(E)	(b) (5)	(b) (7)(E)	(b) (5)
ELC					
YUM					
TCA					
EPT					
BBT					
DRT					
LRT					
RGV					
BLW					
SPW					
HVM					
GFN					
DTM					
BUN					
SWB					
HLT					

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Road Considerations

- CBP manages an inventory of over 5,100 miles of roads identified by the U.S. Border Patrol for maintenance.
 - Roads are utilized for operational requirements include patrol and drag roads. Additionally, these roads provide access to tactical infrastructure including fence and boat ramps.
- CBP is currently in the process of obtaining both real estate access and environmental clearance to ensure maintenance can be conducted on these roads.
 - As of November 2016, 1,509 miles are fully cleared for maintenance and the remaining 3,619 miles are in the process of acquiring both real estate access and environmental clearance. CBP is in the process of acquiring real estate access and completing environmental clearances on the remaining 3,619 miles.
- The average cost to construct new roads is currently estimated at \$3.3M.
 - Estimate is a rough order of magnitude (-50/+100) and includes project planning and oversight, environmental planning and compliance, environmental mitigation, real estate planning and acquisition, staffing and human capital requirements, design and construction.
- The recurring average cost to maintain existing roads is \$240K per mile, per year.
 - Estimates for "recurring costs" are rough order of magnitude (-50/+100) and reflect average maintenance costs per mile of road plus environmental compliance and staffing and human capital requirements.

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Other Critical TI Requirements

- **Carrizo Cane Removal**

- Method: Mechanical with herbicide
- Required in:
 - All Laredo
 - All Del Rio
 - Some RGV
 - Some El Centro

- **Boat Ramps**

- RGV – (b) (7)(E)
- LRT – TBD
- DRT – TBD

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Current Tactical Infrastructure Unfunded Requirements

- Currently identified requirements from USBP that have been documented by FM&E are listed below. USBP is currently developing their full requirements list to provide to CBP leadership.
 - RGV (b) (7)(E) Phase 2, \$71M: Project includes the completion of (b) (7)(E)
 - Rough Order of Magnitude (ROM) includes approximately \$53M in real estate costs.
 - RGV Fence Segments O-1 – O-3, \$149.1M: Project includes the construction of (b) (7)(E) of primary pedestrian fence. (Note, this mileage in
 - ROM cost estimate includes (b) (7)(E) of roads to access the fence segments.
 - Assumes (b) (7)(E) fence design and costs associated with real estate acquisition are not included in this estimate.
 - ELC Fence Repair / Panel Replacement, \$6.9M: Project includes replacement and repair of approximately (b) (7)(E) of primary pedestrian fence.
 - YUM C-1 (b) (7)(E) All Weather Road Improvement, \$6.6M: Project includes (b) (7)(E) of road improvements.
 - TC (b) (7)(E) Maintenance and Repair, \$2.5M: Requirement includes maintenance on the (b) (7)(E)

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